Ministry of
Transportation and Infrastructure

2013/14
Annual Service Plan Report

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COLUMBIA

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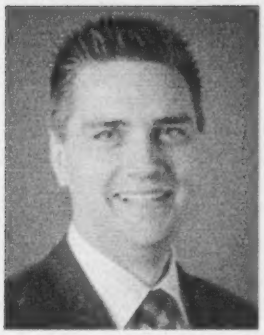
Published by the Ministry of Transportation and Infrastructure

Message from the Minister and Accountability Statement



It is with pleasure that I present the *Ministry of Transportation and Infrastructure 2013/14 Annual Service Plan Report*, which provides a summary of our performance and highlights various achievements from the year ending March 31, 2014. It also reports on the important transportation priorities listed in my Mandate Letter, as a way of showing how we are progressing on commitments made to British Columbians.

Ensuring people across the province have access to a safe, efficient transportation network remains our priority. This was demonstrated in 2013/14 through continued investments in provincial infrastructure across B.C. – improving the movement of people and goods, creating jobs, strengthening our economy, and reducing congestion.

In December 2013 the new South Fraser Perimeter Road (SFPR) was completed on time and on budget. This new route helps cut commute times in half and enables trucks to move faster and more efficiently. The SFPR will also generate economic and business opportunities in the region, leading to 7,000 long-term jobs in Delta and Surrey through improved industrial development opportunities along the corridor. This is in addition to the more than 4,000 jobs created during construction.

The Port Mann/Highway 1 Improvement Project also reached a major milestone in December 2013, with the opening of new Highway 1 lanes and improvements west of the crossing. Drivers are now experiencing the project's full travel time savings, with some commuters saving as much as an hour a day. Final finishing work continues along the corridor, which primarily involves completion of the final two lanes of the Port Mann Bridge.

Building on our already world-class transportation network will also support increased provincial trade and economic growth. We continue to work with government and industry partners in the Pacific Gateway Alliance to fulfill the long-term vision of *The Pacific Gateway Transportation Strategy 2012–2020: Moving Goods and People*, to establish British Columbia as North America's preferred gateway for Asia-Pacific trade. One project aimed at improving our supply chain is the $280-million package of road, rail and terminal improvements at Deltaport through the Port Metro Vancouver Deltaport Terminal, Road and Rail Improvement Project. Construction is well underway on the first component of the project – a $45-million overpass on the Roberts Bank causeway – and completion of the overpass is expected in late 2014.

Tunnel construction began on the Evergreen Line Rapid Transit Project in March 2014, ensuring the project is on budget and scheduled for completion in 2016. Once the Evergreen Line opens, Metro Vancouver's SkyTrain system will become the longest rapid transit network in Canada. It will also carry 70,000 passengers every day and remove 40,000 cars from the road.

Transportation safety improvements on Vancouver Island remain a priority, and in October 2013, the Province committed $15 million for further improvements on the Malahat Highway. This is in addition to the $8 million in safety improvements completed last year along this corridor. When the work is complete, more than half of the Malahat Highway will be protected by median barriers. Consultation on an island-wide transportation strategy is also set to begin in the fall of 2014.

Recognizing the importance of supporting economic growth and encouraging job creation in our rural communities, work is ongoing as part of the ten-year, $650 million four-laning of the Trans-Canada Highway between Kamloops and the Alberta Border. This initiative will create 3,300 direct jobs over the next decade. Additionally, the new four-lane nine-kilometre section of Highway 97 between Winfield and Oyama was officially opened to traffic in August 2013, creating approximately 400 direct jobs over the life of the project. The cost of the $75 million project was shared with the federal government under the Building Canada Fund.

Investments in the transportation network in Northern B.C. are ongoing, as resource based economies continue to rapidly expand. The Cariboo Connector Program is an important part of *Canada Starts Here: The BC Jobs Plan* and involves expanding the 440-kilometre section of Highway 97 between Cache Creek and Prince George to four lanes. This project will improve safety and efficiency for families, commercial traffic and tourists travelling this route, and as part of the $200 million committed for Phase 2 of the project, two four-laning projects were completed in the fall of 2013 on Highway 97 near 70 mile house.

The Ministry completed the public consultation component of the Rural Highway Safety and Speed Review in January 2014 and we will provide our recommendations, along with an implementation strategy, in the summer of 2014. The main priority of this Review is to ensure the safety of our highways – and that the appropriate speed limit is set. It will also help identify possible ways to improve the safe movement of slower vehicles and prevent wildlife collisions.

In 2013/14 the Ministry continued to work with BC Ferries on the implementation of our vision for an affordable, efficient and sustainable ferry service for British Columbia's coastal and island communities.

Over the last fiscal year a number of significant milestones were achieved, demonstrating our ongoing commitment to serve the people of B.C. through safety improvements, job creation and economic growth.

The *Ministry of Transportation and Infrastructure 2013/14 Annual Service Plan Report* compares the actual results to the expected results identified in the June 2013 *Revised Ministry's 2013/14 - 2015/16 Service Plan.* I am accountable for those results as reported.

Honourable Todd G. Stone
Minister of Transportation and Infrastructure

July 3, 2014

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Highlights of the Year

In addition to accomplishments noted in the Minister's Message, the following milestones were achieved in 2013/14 for the initiatives to be completed over the coming years as described in the Minister's Mandate Letter:

Balance the Ministerial Budget – Through careful fiscal management and effective financial monitoring, the Ministry came in under budget for 2013/14.

Complete the South Fraser Perimeter Road On Time and On Budget – The South Fraser Perimeter Road (SFPR) was officially opened to traffic in December 2013 as Highway 17. The SFPR is now providing the much needed, continuous and efficient route that serves the important freight and service industry along this key economic corridor. It is also benefitting commuters and tourists accessing borders, ferries and B.C.'s Interior. In addition to benefitting the travelling public, the SFPR invested over $100 million in agricultural and environmental work.

Complete the Cariboo Connector Program On Time and On Budget – The second phase of the Cariboo Connector Program was announced in April 2012 with $200 million to be invested over five years for nine new projects. Four projects were completed in 2013/14 (Bonaparte Intersection, Old Cariboo Highway to Sintich Road four-laning, 70 Mile four-laning, and Stormy four-laning). The remaining projects are anticipated to be in construction between 2014 and 2017.

Complete the Kicking Horse Canyon Project On Time and On Budget – Improvements to the Trans-Canada Highway in the Kicking Horse Canyon are providing a safer and more efficient movement of people and goods along this vital trade route. The first three of four phases are complete and in use. The improvements are having a positive effect on the environment by reducing vehicle emissions and fuel consumption and enhancing bicycle use. Phase 3 fully opened to traffic on the 4Km Structure and Approaches Project in November 2013. Work on the rugged Phase 4 canyon sections is planned for future years.

Work with Mayors' Council on Regional Transportation on Governance Structure Improvements at TransLink – TransLink's governance structure was amended through legislation in the spring of 2014, giving the Mayors' Council additional responsibilities for strategic planning and prioritization of projects, while improving coordination between the Province, mayors, and TransLink. TransLink's 30 year long term strategy and 10 year investment plan will now require the Mayors' Council approval, as will changes to Board and executive compensation. The composition of TransLink's Board will also be changed to include two provincial representatives, in order to facilitate improved communication between the Province, Mayors' Council and TransLink. The Minister of Transportation and Infrastructure has also set out his expectations for the Mayors' Council to develop a fully costed regional transportation vision by June 30. This vision will serve as the basis for a TransLink funding referendum in late 2014/early 2015. The Province enshrined in legislation the requirement

for the Mayors' Council to hold a referendum when seeking new funding sources, and also introduced a framework enabling a vote to occur as part of a local government election.

Develop a Memorandum of Understanding with the Port of Prince Rupert – The Ministry is leading the development of an Memorandum of Understanding (MOU) with Prince Rupert Port Authority in support of port related industrial developments for Liquid Natural Gas (LNG) and various other resource sectors, working to maximize value for port and provincial assets, and pursuing new opportunities to optimize trade and increase volumes of goods though the port while maintaining open, neutral access. Signoff of the MOU is targeted for June 30, 2014.

Develop and Implement a Kitimat Port Structure and Governance Model – The Ministry is working closely with local government, Haisla First Nation, Transport Canada and industry to develop a collaborative approach to port management in Kitimat. All parties involved have a keen interest in seeing the Port of Kitimat become the safest, most efficient and sustainable industrial port that it can be. Transport Canada will be designating the Kitimat harbour a public port for marine safety and security purposes.

Work with BC Ferries to Implement a Service Optimization and Cost Containment Plan – Last fiscal the Ministry consulted with 3,700 people through public meetings during the Coastal Ferries engagement process that ended in December 2013, with 2,300 feedback forms and over 1,300 written submissions received by government. The feedback was taken into consideration when refining the schedules to implement $18.9 million in service reductions. The service changes were intended to better align service levels to demand and were implemented beginning April 28, 2014. These changes are in keeping with government's vision of a coastal ferry system that is affordable, efficient and sustainable.

In 2013/14 Provincial contributions in support of coastal ferries were $180 million. BC Ferries has also been challenged to find $54 million in efficiencies through to 2016. As the company has already achieved over $30 million in efficiencies, they are well on the way to achieving this target.

Continue the Crown Agency Review at the Insurance Corporation of British Columbia – The Ministry has provided clear direction to ICBC to explore cost containment strategies with the goal of keeping insurance rates affordable for families. ICBC has put in place a multi-pronged strategy to deal with the complexities and challenges of increasing bodily injury costs (the biggest factor driving Basic insurance rates for all auto insurers). The strategy includes better claims handling, management accountability and claims analytics. ICBC's Transformation Project will also help manage claims costs through implementation of new systems and business processes. ICBC has also accepted all recommendations from the 2012 Government Review, and it has fully achieved completion of 19 of the 24 recommendations. Three of the remaining recommendations are regarding ICBC's transformation program and are in progress, with completion expected at the conclusion of the transformation program in 2016. The remaining two (managing bodily injury cost, and systems upgrades to driver licensing systems) are ongoing/longer term recommendations that ICBC continues to work on and will not be resolved in the short term.

Continue the Trans-Canada Highway Four-Laning Program – The Province's $650 million program to continue four-laning the Trans-Canada Highway is underway. Two projects east of Kamloops are under construction with the Monte Creek to Pritchard Phase 2 Project and the Pritchard to Hoffman's Bluff Phase 1 Project. These two projects will add 10 kilometres of new four-lane highway while future projects continue to be developed. The Province continues to work with our federal partners to identify opportunities for cost sharing, so we can move forward with additional work on the Trans-Canada Highway.

Continue Consultation and Planning for the George Massey Tunnel Replacement Project – Project development continued in 2013, with Phase 2 Consultation completed in the spring of 2013. In September 2013, Premier Christy Clark announced plans to construct a new bridge to replace the existing tunnel and related Highway 99 improvements by 2022. The Ministry continues to conduct additional technical analysis and stakeholder consultation and will release a project definition report and commence environmental reviews for the project in 2014/15. Construction is scheduled to start in 2017.

Initiate and Consult on the Vancouver Island Transportation Strategy – In 2013/14, the Ministry began the process of developing its Vancouver Island Transportation Strategy, which will be a key component of the 10 year provincial transportation plan. The Strategy will help determine priorities and potential projects for consideration, and will include public engagement and input. The public engagement phase for the Vancouver Island Transportation Strategy is expected to begin in the fall of 2014.

Purpose of Ministry

The Ministry of Transportation and Infrastructure plans transportation networks, provides transportation services and infrastructure, develops and implements transportation policies, and administers many related acts and regulations. The Ministry also administers federal-provincial funding programs, including the Building Canada Fund.

The Ministry opens up B.C. through innovative, forward-thinking transportation strategies that move people and goods safely, and fuel our provincial economy. Improvement of vital infrastructure is a key goal, along with enhancing the competitiveness of B.C.'s transportation industries, reducing transportation-related greenhouse gas emissions and providing B.C. with a safe and reliable highway system.

To accomplish its mandate, the Ministry:

- Works to expand and integrate various modes of transportation in consultation with local and regional authorities, stakeholder groups and industry members, with port, railway, airport, and transit service partners, and in cooperation with transportation-related Crown corporations;
- Pursues policies and initiatives to enhance the competitiveness of B.C.'s ports and airports – our gateways for economic growth and development;
- Works with partners and other levels of government to provide funding to develop and deliver cost-effective public transit, ferry services, and cycling networks;
- Builds highway infrastructure to fulfill the economic and social needs of British Columbians;
- Maintains highways to a high standard through contracts with private sector road maintenance providers;
- Undertakes vehicle safety inspections and sets commercial vehicle operating standards;
- Licenses and regulates commercial passenger transportation; and
- Manages funding for high-quality, modern public infrastructure that supports the development of strong communities by contributing to long-term economic growth and a clean environment.

The Minister is responsible for the following Crown corporations: BC Transportation Financing Authority, BC Railway Company, BC Transit, the Transportation Investment Corporation, the Insurance Corporation of British Columbia, the B.C. Pavilion Corporation and the Rapid Transit Project 2000 Ltd. The BC Transportation Financing Authority and BC Railway Company are reported in this service plan.

- The BC Transportation Financing Authority (BCTFA) is established under the *Transportation Act* to plan, acquire, construct, hold, improve or operate transportation infrastructure throughout the province.

- BC Railway Company (BCRC) is incorporated under the *British Columbia Railway Act* and supports the *Pacific Gateway Transportation Strategy 2012–2020* by acquiring and holding railway corridor and strategic port lands, and making related infrastructure investments to provide benefit to the province, including the strategic sale of surplus land. BCRC also administers the Canadian National Railway Company (CN Rail) Revitalization Agreement and the operation of the Roberts Bank port subdivision.

BC Transit, the Transportation Investment Corporation, the Insurance Corporation of British Columbia and the B.C. Pavilion Corporation are self-reporting Crown corporations and more information can be found on their websites, www.bctransit.com/, www.pmh1project.com, www.icbc.com/ and www.bcpavco.com/ respectively.

- BC Transit coordinates the delivery of public transit throughout B.C. (with the exception of Metro Vancouver which is delivered by the South Coast British Columbia Transportation Authority/TransLink).
- The Transportation Investment Corporation (TI Corp) is established under the *Transportation Investment Act* to deliver the Port Mann/Highway 1 Improvement Project.
- The Insurance Corporation of British Columbia (ICBC) is a provincial Crown corporation established in 1973 to provide universal auto insurance to B.C. motorists. It is also responsible for driver licensing, and vehicle licensing and registration.
- The B.C. Pavilion Corporation (PavCo) is a provincial Crown corporation with a mandate to increase economic benefit to B.C. through the management of two world-class public facilities located in downtown Vancouver: BC Place and the Vancouver Convention Centre.

Rapid Transit Project 2000 Ltd. – This project completed its mandate to build the Millennium Line and concluded direct project activities in 2006. The Ministry is responsible for any continuing Rapid Transit Project 2000 Ltd. administration and financial reporting.

Strategic Context

The following factors shaped the development and execution of the Ministry's programs in 2013/14:

Economic Forecast. British Columbia's real GDP increased by 2.0 per cent in 2013 (according to preliminary GDP by industry data from Statistics Canada), following growth of 1.5 per cent in 2012. Annual gains were observed in consumer spending, manufacturing shipments and exports, while modest declines occurred in employment and housing starts. Several risks to British Columbia's economy remain, including slowing domestic activity, weakness in the US economic recovery, the ongoing sovereign debt situation in Europe, slowing Asian demand and exchange rate volatility.

Growth in Asia Pacific Trade. Continuing to strengthen and build Canada's economy depends on its success in world trade. As Asia responds to the new domestic demands of its burgeoning middle class, British Columbia and western Canada are well positioned to significantly expand natural resource exports, particularly in coal, liquid natural gas, metals and minerals, potash and grain to Asia. While the U.S. remains B.C.'s largest export market, Mainland China, Japan, South Korea and Taiwan are our next four largest markets and are growing.

B.C.'s proximity to Asia, our large Asian population and cultural connections in addition to the growing presence of Vancouver as a North American air hub to Asia and as a global maritime centre all serve to build stronger ties to booming Asian economies. These factors lessen our reliance on traditional within-continent trading patterns and will strengthen our economy to be more resilient in the future. *Canada Starts Here: The BC Jobs Plan* outlines the strategies for achieving economic growth in B.C. and by moving goods and people efficiently to markets, transportation will be the enabler that allows these sectors to prosper.

Facilitation of Trade. Container traffic volumes will continue to grow as supply chains throughout the world become more sophisticated and responsive to customer needs and as shippers carefully consider the most cost effective and timely way to transport their products and commodities to markets around the world. Canada's Pacific Gateway is one of several west coast gateways linking Asia to North American consumers of imported products and North American commodity producers to emerging Asian and world markets. British Columbia has become the preferred gateway for Asia-Pacific trade for many shippers, and as Canada's natural trade gateway to Asia, B.C. has the opportunity and responsibility to ensure its ports, airports, road and rail networks – which form the Pacific Gateway – support and enable economic growth and prosperity in this province and the rest of Canada.

To build on B.C.'s status as the preferred gateway for Asia-Pacific trade, the province and its Pacific Gateway port, rail and air partners have developed three desired outcomes, and will collaborate on a number of strategies to achieve them.

1. World Class Transportation Network – Supply chain infrastructure that efficiently links goods and people with global markets and customers.

2. Attractive Investment Climate – Canada's Pacific Gateway is the preferred western North American gateway for trade, providing a competitive and desirable business environment for global investors and customers.

3. Collaboration with Partners and Stakeholders – Stakeholders, communities and First Nations are regularly consulted on the actions and outcomes of the Pacific Gateway Strategy and are engaged, supportive, and active participants and beneficiaries of a globally competitive Pacific Gateway.

Interprovincial trade is also a major part of our economy, and the Ministry continues to work with Alberta and Saskatchewan through the New West Partnership Trade Agreement and Pacific Gateway Alliance to streamline industry requirements across the three provinces. Enhancing these connections will help reduce costs and improve competitiveness, to ensure capacity is in place to handle Canada's exports to Asia. As well, investments in the highways that connect economic gateways to each other will facilitate trade and keep B.C. an attractive place to do business.

Changing Regional Economies. Rural economies continue to diversify and will rely on a range of infrastructure improvements to facilitate this evolution. With increased natural resource development, such as oil and natural gas in the northeast, mining in the Cariboo, Kootenays and northwest and forestry all over the province, industrial traffic places significant demands on the existing transportation infrastructure. To support this increase in traffic and ensure roads remain suitable for all users, the Ministry has made additional investments in affected road networks due to incremental wear and tear.

Federal Infrastructure Programs. In 2013/14, $47.05 million in federal funding was secured for four highway improvement projects in B.C. As part of the total investment, $37 million is being allocated under the Major Infrastructure Component of the existing Building Canada Fund for six-laning Highway 97 from Highway 33 to Edwards Road ($18 million) and improvements on South Peace Hill ($10.75 million), as well as the construction of the Highway 11 Nexus Lane and Vye Road Rail Overpass ($8.3 million). The remaining $10 million will be invested under the Asia-Pacific Gateway and Corridor Initiative for the construction of the 72nd Avenue Interchange on Highway 91. *Economic Action Plan 2013* provides $47.475 billion nationally in new funding over the next 10 years, commencing in 2014/15 through three programs. The three programs are a $32.2-billion Community Infrastructure Fund, a new $14-billion Building Canada Fund and a renewed $1.25-billion P3 Canada Fund. Federal funding may influence programs proposed under the Ministry of Transportation and Infrastructure's next Service Plan.

Report of Performance

Performance Results Summary Table

Goal 1: Improved infrastructure drives economic growth and trade For greater detail see pages 14 to 16	2013/14 Target	2013/14 Actual
1.3 Use provincial investment dollars as effectively as possible The percentage of projects that meet their budget and schedule	91.5%	96.5% EXCEEDED
Goal 2: British Columbia's transportation sector is globally competitive For greater detail see pages 17 to 18	**2013/14 Target**	**2013/14 Actual**
2.1 Develop Canada's Pacific Gateway Cumulative completed provincial strategic investment in Pacific Gateway supply chain infrastructure ($billions)	$5.36 billion	$5.36 billion ACHIEVED
Goal 3: Greenhouse gas emissions from the transportation sector are reduced For greater detail see pages 19 to 20	**2013/14 Target**	**2013/14 Actual**
3.1 Increase the use of transit, cycling and other alternative modes of personal transportation Annual public transit ridership in B.C.	288 million	287 million SUBSTANTIVELY ACHIEVED
Goal 4: British Columbia's highway system is safe and reliable For greater detail see pages 21 to 23	**2013/14 Target**	**2013/14 Actual**
4.1 Ensure contractors maintain the provincial highway system to a high standard Rating of the maintenance contractors' performance using the Contractor Assessment Program	93%	94% EXCEEDED
4.3 Improve highway safety and reliability Crash reduction after construction on safety improvement capital projects	20% reduction from baseline	22% reduction from baseline EXCEEDED
Goal 5: Excellent customer service For greater detail see pages 24 to 25	**2013/14 Target**	**2013/14 Actual**
5.2 Provide excellent customer service to all British Columbians Customer Satisfaction Survey: Stakeholder satisfaction with existing Ministry services and delivery processes, rated on a scale of 1 to 5	4.10	4.18 EXCEEDED

Goals, Objectives, Strategies and Performance Results

The Ministry of Transportation and Infrastructure collaborates with other ministries, governments and stakeholders to promote economic growth and diversification in support of Government's priority of creating jobs to benefit families in communities across the province. Our integrated transportation network is the backbone of B.C.'s economy and investing in safe and reliable infrastructure will help make our transportation industries more globally competitive and will position them to support the movement of people and goods. The Ministry invests in transit, cycling and walking infrastructure in support of Government's continued commitment to lead the world in sustainable environmental management, giving British Columbians more sustainable transportation options.

To accomplish its mandate, the Ministry of Transportation and Infrastructure has the following goals:

- Improved infrastructure drives economic growth and trade;
- British Columbia's transportation sector is globally competitive;
- Greenhouse gas emissions from the transportation sector are reduced;
- British Columbia's highway system is safe and reliable; and
- Excellent customer service.

In accordance with the B.C. Climate Adaptation Strategy, the Ministry considers potential climate change and impacts in planning, projects, policies, legislation, regulations and approvals.

Goal 1: Improved infrastructure drives economic growth and trade

Objective 1.1: Improve mobility on routes servicing major economic gateways

Strategies

- Identify infrastructure projects for both short-term and long-term economic benefits;
- Improve mobility and reliability and reduce bottlenecks on major urban and rural trade corridors using partnership cost-sharing where feasible;
- Promote border thinning at Canada/U.S. border crossings through the use of intelligent transportation technology, such as the Advanced Traveller Information System that advises

motorists of border wait times and NEXUS lanes which expedite border clearance for pre-approved travellers; and

- Improve mobility and reliability of the transportation network by implementing a state of the art Regional Transportation Management Centre to provide advanced incident management and enhanced traveller information systems.

Objective 1.2: Identify and select priority improvement projects

Strategies

- Identify key safety and mobility improvements to enhance the movement of people and goods;
- Develop options for improvements;
- Evaluate and prioritize options;
- Develop business cases for individual projects; and
- Amalgamate projects into an integrated investment strategy.

Objective 1.3: Use provincial investment dollars as effectively as possible

Strategies

- Complete projects on budget and on time;
- Develop public-private partnerships in consultation with Partnerships BC, where appropriate;
- Capture value from surplus lands to fund transportation improvements; and
- Continue to engage with the federal government to leverage funding for transportation projects in British Columbia.

Performance Measure 1: Project Performance

Performance Measure	2011/12 Actual	2012/13 Actual	2013/14 Target	2013/14 Actual	2014/15 Target	2015/16 Target	2016/17 Target
The percentage of projects that meet their budget and schedule	92%	93.2%	91.5%	96.5% EXCEEDED	91.5%	91.5%	91.5%

Data Source: Ministry of Transportation and Infrastructure

Discussion of Results

This performance measure evaluates all the Ministry capital construction and rehabilitation projects completed each year within the overall Transportation Investment Plan. The number and total value of these projects varies from year to year as new investments are made. The

performance measure allows the Ministry to assess how efficiently and effectively it delivers a large suite of projects.

Projects range in size, scope and value from the very small to the extremely large, complex and costly, and use a variety of procurement methods from the traditional design/bid/build to public-private partnerships. Programs are continuously evolving to meet the needs of the infrastructure and to best serve the citizens of the province. The constant target represents the Ministry's ability to maintain a high level of achievement despite these challenges and the broad range of projects included in the target.

Objective 1.4: Improve road access for resource industries and rural residents

Strategies

- Invest in priority roadway rehabilitation and improvements on the roads serving industry and rural residents, including $150 million between 2013/14 and 2015/16 as part of the Interior and Rural Side Roads Program;
- Support B.C.'s *Mountain Pine Beetle Action Plan* through the strategic investment of $91 million over the next three years; and
- Undertake projects to support increased industrial growth such as four-laning, strengthening of roadways, improving overhead clearances, alignments and bridge capacity.

Objective 1.5: Manage programs that provide funding to communities to build and improve infrastructure that contributes to their sustainable development

Strategies

- Lead the provincial negotiations with the federal government in the development of the next round of federal/provincial infrastructure programs; and
- As the lead Provincial ministry, implement federal/provincial funding programs, in partnership with the Ministry of Community, Sport and Cultural Development and the Ministry of Justice, to support local government's priority infrastructure projects.

Goal 2: British Columbia's transportation sector is globally competitive

Objective 2.1: Develop Canada's Pacific Gateway

Strategies

- Implement *The Pacific Gateway Transportation Strategy 2012–2020: Moving Goods and People;*
- Work closely with other levels of government and stakeholders to achieve the objectives of the updated *Pacific Gateway Transportation Strategy*;
- Undertake supply chain development and integration in conjunction with the private sector and the Government of Canada, especially for new markets and customers;
- Ensure transportation infrastructure and supply chain performance standards are in place to meet Asian import and Canadian export needs; and
- Provide leadership through the Pacific Gateway Alliance, a unique collaboration of transportation service providers and governments which oversees infrastructure, labour and service reliability improvements aimed at expanding Canada's Pacific Gateway trade.

Performance Measure 2: Pacific Gateway Supply Chain Investments

Performance Measure	2011/12 Actual	2012/13 Actual	2013/14 Target	2013/14 Actual	2014/15 Target	2015/16 Target	2016/17 Target
Cumulative completed provincial strategic investment in Pacific Gateway supply chain infrastructure ($billions).	$1.08 billion	$4.46 billion	$5.36 billion	$5.36 billion ACHIEVED	$5.60 billion	$5.76 billion	$5.79 billion

Data Source: Total completed investment spending (cumulative) on provincial supply chain infrastructure by B.C. since 2005. Does not include partner contributions.

Discussion of Results

Government and industry partners have come together to fulfill the long-term vision of British Columbia as the preferred gateway for Asia Pacific trade, with the most efficient transportation trade system on the west coast of the Americas.

Through British Columbia's Pacific Gateway Strategy, the Ministry participates in infrastructure projects with other private and public agencies, such as the Roberts Bank Rail Corridor, Ridley Island Road and Rail Utility Corridor, Deltaport Terminal, Road and Rail Improvement Project and the North Shore Trade Area. The Pacific Gateway Alliance is the unique public private partnership that oversees the Pacific Gateway's expansion of port, rail, road and airport facilities. The Government of Canada, Provinces of B.C., Alberta and Saskatchewan,

Port Metro Vancouver, the Port of Prince Rupert, CN Rail, Canadian Pacific, Vancouver International Airport and other industry partners are working together to take advantage of Canada's strategic location at the crossroads of the North American marketplace and the booming economies of Asia. In addition, the Ministry has direct responsibility for funding and implementing road and bridge improvements such as the South Fraser Perimeter Road, the Kicking Horse Canyon Project, and the Cariboo Connector Program, and is a key partner in the delivery of the Port Mann/Highway 1 Improvement Project. The Ministry also has a role to play in creating a competitive industry environment with the federal government through policy and legislation that supports industry investment decisions.

Since the Province has direct control over its strategic investments, total investment is a measure of the Province's action to meet its Pacific Gateway objectives. Since 2005, the public and private sectors have committed over $22 billion to projects that support the Pacific Gateway. The Province has committed over $5.4 billion; the federal government has announced $1.6 billion in funding; local governments are contributing approximately $1 billion and the private sector has committed to investing $13.7 billion to key infrastructure projects.

In 2013, the key strategic investment was to complete the South Fraser Perimeter Road, which is making B.C. more competitive by connecting key port and rail facilities with access to borders, the Tsawwassen ferry terminal and the B.C. Interior.

Delays in finalizing partner funding contributions for two projects (North Shore Trade Area and Roberts Bank Rail Corridor) caused their final completion dates to be moved to later years. In keeping with the rule of adding provincial spending on Pacific Gateway infrastructure to the performance measure when projects complete, this resulted in a revision to the forecasted target for 2013/14 between the 2013/14-2015/16 and 2014/15-2016/17 service plans. The 2013/14 actual has met the revised target set in the 2014/15-2016/17 Service Plan.

The performance measure tracks the cumulative amount of completed provincial investment in Pacific Gateway transportation supply chain infrastructure. In the year of completion, the provincial contribution to total project cost is added to the total of all provincial spending on Pacific Gateway infrastructure since 2005.

Goal 3: Greenhouse gas emissions from the transportation sector are reduced

Objective 3.1: Increase the use of transit, cycling and other alternative modes of personal transportation

Strategies

- Build a rapid transit backbone and supportive rapid and frequent bus service to create rider options;
- Invest in public transit infrastructure;
- Improve High Occupancy Vehicle (HOV) and transit priority measures;
- Encourage increased land-use density around transit stations and along transit corridors through policy and funding agreements; and
- Invest in an integrated cycling and walking network.

Performance Measure 3: Transit Ridership

Performance Measure	2011/12 Actual	2012/13 Actual	2013/14 Target	2013/14 Actual	2014/15 Target	2015/16 Target	2016/17 Target
Annual public transit ridership in B.C.	289 million	281 million	288 million	287 million SUBSTANTIVELY ACHIEVED	294.4 million	297.9 million	302.4 million

Data Source: Estimates for future public transit ridership are provided by BC Transit and TransLink.

Discussion of Results

The *Provincial Transit Plan's* goal of doubling ridership by 2020 was established based on a 2007/08 baseline of 219.5 million revenue transit trips (combined TransLink and BC Transit ridership data). Provincial transit ridership has been relatively flat over the past three years. However, ridership is up 31 per cent since 2007/08, an average increase of 4.6 per cent annually. Flat transit ridership over the past three years is likely due to minimal change in service levels over the same period. The Evergreen Line will boost ridership in 2016/17 when open for use.

Objective 3.2: Improve supply chain efficiency for the movement of goods

Strategies

- Reduce commercial truck idling by minimizing wait times;
- Improve rural road infrastructure;
- Build rail grade separations; and

- Free up road capacity for goods movement by reducing the use of single-occupant vehicles.

Objective 3.3: Reduce greenhouse gas emissions through the adoption of new technologies and promote the use of natural gas as a transportation fuel of choice

Strategies

- Invest in new buses that use the latest technology;
- Increase the use of weigh-in-motion technology to reduce the need for trucks to stop and idle at inspection stations;
- Implement intelligent traffic control systems to reduce idling and create time advantages for transit; and
- Promote the use of natural gas as the fuel of choice for heavy duty commercial vehicles.

Goal 4: British Columbia's highway system is safe and reliable

Objective 4.1: Ensure contractors maintain the provincial highway system to a high standard

Strategies

- Review and consider future improvements to continue delivery of high quality maintenance and rehabilitation programs; and
- Administer the highway maintenance contracts and assess how well the contractors are delivering their services through the Contractor Assessment Program.

Performance Measure 4: Contractor Assessment

Performance Measure	Baseline	2011/12 Actual	2012/13 Actual	2013/14 Target	2013/14 Actual	2014/15 Target	2015/16 Target	2016/17 Target
Rating of the maintenance contractors' performance using Contractor Assessment Program	93%	94%	94%	93%	94% EXCEEDED	93%	93%	93%

Data Source: Ministry of Transportation and Infrastructure, Construction and Maintenance Branch.

Discussion of Results

Ratings measure whether the contractors exceed contract requirements based on the results of local and regional assessments and road user satisfaction ratings. Contractors that exceed basic requirements are entitled to a residual payment. A rating between 85 and 90 per cent warrants a one per cent residual payment, between 90 and 95 per cent warrants a 1.5 per cent residual payment, and above 95 per cent warrants a two per cent residual payment. The performance measure is a provincial average of the combined summer and winter ratings for all 28 contractors in the province.

As we are now in the 10th year of the current round of maintenance contracts, the consistently high level of this performance measure demonstrates that our maintenance contractors have become very effective at delivering quality maintenance services across the province.

Objective 4.2: Rehabilitate the main highway system on a lowest life-cycle cost basis

Photograph of paving work through Manning Park.

Strategies

- Invest in the main highway system (roads and bridges) to maintain and mitigate the onset of deterioration in ways that maximize the return on infrastructure investment;
- Systematically assess the condition of the infrastructure to determine priority in the annual resurfacing and structure rehabilitation and replacement programs; and
- Integrate climate change adaptation considerations into rehabilitation design and cost.

Objective 4.3: Improve highway safety and reliability

Strategies

- Monitor highway safety and improve high-risk locations in consultation with local and regional authorities and stakeholders;
- Maximize highway safety and reliability through both safety-focused enhancements and low-cost improvements, such as signs, lighting, and lane markings;
- Work with safety partners such as the Insurance Corporation of British Columbia, local law enforcement, and the Ministry of Justice to identify areas for safety improvements; and
- Examine highway safety and reliability issues considering climate forecasts and the adaptive capacity of transportation infrastructure. Address and revise standards where appropriate from results of studies on climate and highway infrastructure interactions.

Performance Measure 5: Highway Safety

Performance Measure	Baseline	2011/12 Actual	2012/13 Actual	2013/14 Target	2013/14 Actual	2014/15 Target	2015/16 Target	2016/17 Target
Crash reduction after construction on safety improvement capital projects	100 collisions	28% reduction from baseline	30% reduction from baseline	20% reduction from baseline	22% reduction from baseline EXCEEDED	20% reduction from baseline	20% reduction from baseline	TBD

Data Source: The RCMP and ICBC.

Discussion of Results

This performance measure compares the before and after crash reduction for new safety improvement capital projects upon completion of construction.

New targets were established using collision prediction models and collision modification factors. The baseline of 100 crashes per year was calculated based on nine projects over the five year data period of 2005 – 2009. This pre-construction period was chosen due to superior data quality.

The crash reduction target for 2013/14 is 20 per cent from the baseline of 100 crashes. Crashes were reduced by 22 per cent, which represents reduction of 22 crashes per year over the nine completed projects.

Objective 4.4: Provide effective road safety enforcement, education and programs for the commercial transport industry

Strategies

- Establish and enforce regulations to enhance vehicle safety in B.C. and to ensure the safety of the travelling public;
- Participate with other jurisdictions on initiatives to coordinate and harmonize policies and standards for commercial vehicles;
- Ensure information systems provide the quality and timeliness of commercial vehicle safety data for compliance and enforcement;
- Build on existing technologies and policies to promote safety and improve efficiency for the commercial transport industry; and
- Improve interprovincial movement of commercial trucks by harmonizing programs, policies and regulations with the provinces of Alberta and Saskatchewan through the New West Partnership Trade Agreement.

Goal 5: Excellent customer service

Objective 5.1: Continue to improve service levels provided to the British Columbia business community

Strategies

- Participate in cross-government integration of permitting processes;
- Streamline application and review processes for rural subdivisions; and
- Implement online application and tracking tools to support reduced turnaround times.

Objective 5.2: Provide excellent customer service to all British Columbians

Strategies

- Use social media to communicate more efficiently with the Ministry's stakeholders and enhance customer service;
- Use online data and information to engage citizens and support open government;
- Undertake annual surveys of customer satisfaction and compare survey results with baseline data to ensure customer needs are met;
- Use survey results and public feedback to better understand various elements of customer expectations and levels of customer service provided through existing processes and procedures; and
- Evaluate results to determine how to adjust internal processes, procedures and communications to enable more rapid information exchanges within and between Ministry business units to deliver enhanced customer service.

Performance Measure 6: Customer Service

Performance Measure	Baseline	2011/12 Actual	2012/13 Actual	2013/14 Target	2013/14 Actual	2014/15 Target	2015/16 Target	2016/17 Target
Customer Satisfaction Survey: Stakeholder satisfaction with existing Ministry services and delivery processes, rated on a scale of 1 to 5	3.9	4.14	4.14	4.10	4.18 EXCEEDED	4.10	4.10	4.10

Data Source: The Ministry's Customer Satisfaction Survey is based on the Common Measurement Tool (CMT), a survey framework designed by the Institute for Citizen-Centred Service to be administered by public-sector organizations to facilitate the measurement of citizen satisfaction.

Discussion of Results

The customer satisfaction score is based on British Columbians' ratings of service they received from the Ministry. For example, Ministry staff may have checked the status of an application, provided information on government requirements, directed citizens to the correct source of information, or assisted with forms. The survey questions focus on fairness, willingness to go the extra mile, staff knowledge, timeliness, accessibility, staff courtesy, and overall service quality.

The Customer Satisfaction Survey utilizes a web-based and in-person questionnaire to complete the study. Survey respondents include local governments, commercial highway operators, permit applicants, emergency service providers, resource industries, highway construction and maintenance companies, professional and technical consultants, real estate industry, business groups, and general highway users.

The Ministry uses the survey results to identify areas and processes to improve service delivery. The increase in survey results from the original 2013/14 target represents the Ministry's ability to consistently deliver high quality customer service.

Report on Resources

Resource Summary Table

Core Business Areas	2013/14 Estimates	Actual	Variance
Operating Expenses ($000)			
Transportation and Infrastructure Improvements	11,433	9,865	(1,568)
Public Transportation	310,606	311,148	542
Highway Operations	469,742	466,351	(3,391)
Commercial Passenger Transportation Regulation	1,534	1,467	(67)
British Columbia Pavilion Corporation	8,977	8,977	0
Executive and Support Services	9,986	8,412	(1,574)
Total Ministry Operations Before Adjustment of Prior Year Accrual[1]	**812,278**	**806,220**	**(6,058)**
Adjustment of Prior Year Accrual[2]	0	(178)	(178)
Total Expense Including Prior Year Accrual	**812,278**	**806,042**	**(6,236)**
Ministry Capital Expenditures (Consolidated Revenue Fund) ($000)			
Highway Operations	2,702	2,662	(40)
Total Ministry Capital Expenditures	**2,702**	**2,662**	**(40)**
Net Loss ($000)			
Total Receipts[3]	**317,786**	**299,935**	**(17,851)**

1 The Ministry manages its operating budget by monitoring expenditures during the year, identifying potential savings and cost pressures, and reallocating funds accordingly. Overall savings reflects fiscal restraint measures, resulting in a reduction in administrative and discretionary costs.

2 In accordance with Generally Accepted Accounting Principles (GAAP), this amount reflects an adjustment of prior year's expense accrual. These dollars are not available for Ministry spending.

3 The revenue reduction mainly reflects reduced payments from BC Railway Company.

BC Transportation Financing Authority Statement of Operations[1]

2013/14	Budget	Actual	Variance
Revenue ($000)			
Tax Revenue[2]	423,000	431,659	8,659
Amortization of deferred contributions[3]	135,568	138,744	3,176
Other revenue[4]	209,489	207,618	(1,871)
Total	**768,057**	**778,021**	**9,964**
Expenditures ($000)			
Ferry Operations	13,635	12,451	(1,184)
Transit Programs	97,025	87,444	(9,581)
Highway Operations	460,430	467,189	6,759
Other	29,635	19,339	(10,296)
Debt Servicing Costs[5]	339,063	329,062	(10,001)
Total	**939,788**	**915,485**	**(24,303)**
Net Earnings (Loss)($000)			
Net operating loss	**(171,731)**	**(137,464)**	**(34,267)**

1 This statement has been reformatted to align with the presentation of the Statement of Operations in the consolidated financial statements.

2 Tax revenue includes 6.75 cents per litre motor fuel tax and a car rental tax of $1.50 per car rental day.

3 Contributions towards capital assets are deferred and amortized to revenue at the same rate as the related highway infrastructure is amortized to expense.

4 Other revenue includes interest income, gains from sinking fund liquidation, grants from the Province, property sales, rental revenue, and earnings from British Columbia Railway Company.

5 Interest on borrowing used to finance construction work in progress is capitalized. Upon completion, related interest costs are expensed.

Major Capital Projects

Kicking Horse Canyon

Objective: Upgrade the 26-kilometre section of the Trans-Canada Highway to a modern, four-lane standard from the junction of Highway 95 at Golden to the western boundary of Yoho National Park. This highway corridor was originally constructed in the 1950s and is mostly two lanes wide. It is an important route for tourism and inter-provincial trade, serving as a gateway between British Columbia and the rest of North America. By connecting remote resource extraction sites with processing, manufacturing, and distribution centres, this portion of the Trans-Canada Highway is a key part of the province's resource economies, particularly forestry and mining.

The Kicking Horse Canyon Project has four phases. The first two, the $64 million Yoho Bridge and the $143 million Park Bridge (public-private-partnership), have been completed and are now in operation. Phase 3, which included the Golden Hill to West Portal, 10-Mile Brake Check to Yoho National Park and the 4 km Wall and Approaches projects, was also put in operation in late fall 2013.

Phase 4 includes the West Portal to Yoho Bridge and the Highway 1/95 Intersection section. Preliminary engineering work has been completed on the challenging section from West Portal to Yoho Bridge.

Costs: The total cost for the first two phases was $207 million. Current estimate for Phase 3 is $121 million.

Benefits:

- Safer roads and increased capacity on a critical provincial and national gateway;
- Fewer road closures due to slides and accidents; and
- Economic development through increased tourism and more efficient movement of goods and services.

Risks:

- Challenging climatic and geographic conditions; and
- Managing traffic during construction.

Evergreen Line Rapid Transit Project

Objective: The Evergreen Line has been a centrepiece of Metro Vancouver's regionally-developed transportation plan for over 15 years and is a key element of the *Provincial Transit Plan*. The project will extend Metro Vancouver's rapid transit network to the growing northeast sector communities, providing alternative transit choices, increasing transit ridership, and reducing greenhouse gas emissions and road congestion by getting people out of their cars.

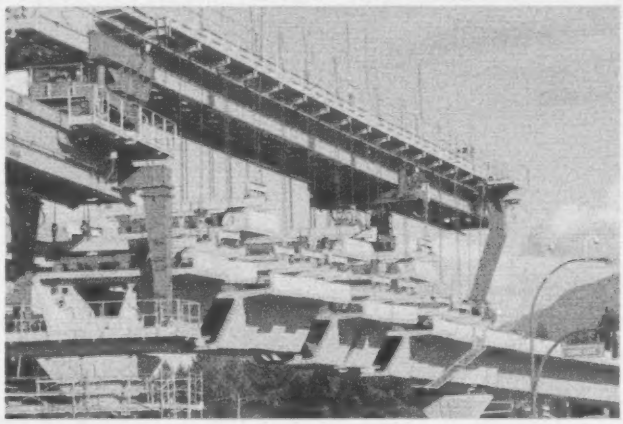
The Evergreen Line is a new rapid transit line that will connect Coquitlam City Centre through Port Moody to Lougheed Town Centre in approximately 15 minutes. The Evergreen Line will seamlessly connect to the current SkyTrain network including the Expo and Millennium Lines and will integrate with Canada Line and with Regional Bus and the West Coast Express.

Major construction began in early 2013; tunnel boring operation commenced in March 2014. The Evergreen Line will open in the summer of 2016 providing rapid transit for the first time to the communities of Coquitlam and Port Moody, as well as the students of Douglas College. More information about the project can be found at www.evergreenline.gov.bc.ca/.

Costs: The Evergreen Line is estimated to cost $1.431 billion, with the government B.C. contributing $586 million, the government of Canada contributing up to $424 million, other partners contributing $21 million, and TransLink contributing the remaining $400 million and operating the system as part of the overall rapid transit network.

Benefits:

- Provide fast, frequent, and convenient service, with service almost 20 hours a day, and every three minutes during peak periods;
- Provide greater transit choice;
- Increase transit ridership and capacity, with 70,000 riders per day by 2021;
- Reduce traffic congestion;
- Support regional and municipal growth management plans;
- Stimulate community growth and development; and
- Provide economic opportunities by creating 8,000 new jobs during construction.



Photograph of the construction of an elevated guideway in the Burquitlam area.

Risks:

- Construction through a developed urban area;
- Managing traffic during construction along busy urban commuter routes; and
- Construction of a two-kilometre bored tunnel.

South Fraser Perimeter Road

Objective: The South Fraser Perimeter Road (SFPR), approximately 40 kilometres long, is a new four-lane, 80 kilometres per hour route along the south side of the Fraser River. The SFPR extends from Deltaport Way in Southwest Delta to 176th Street (Highway 15) in Surrey, with connections to highways 1, 15, 91 and 99 and to TransLink's Golden Ears Bridge.

Costs: The overall cost of SFPR was approximately $1.264 billion. A federal contribution agreement was signed in September 2008 for $365 million under the Canada-British Columbia Asia-Pacific Gateway and Corridor Transportation Infrastructure Fund.

Benefits:

- Improved movement of people and goods through the region via enhanced connections to the provincial highway network;
- Reduced east-west travel times, particularly for heavy truck traffic, by providing a continuous highway along the south side of the Fraser River;
- Improved access to major trade gateways and industrial areas, and enhanced development in designated industrial areas along the south side of the Fraser River;
- Improved safety and reliability;
- Reduced truck traffic on municipal road networks, restoring them as community streets; and
- Improved business, jobs and re-development.

An aerial view of the Highway 99 Interchange on the new SFPR, with an agricultural overpass is in the foreground.

Port Mann/Highway 1 Improvement Project

Objective: The Port Mann/Highway 1 Improvement Project is the largest transportation infrastructure project in B.C. history. It includes doubling the capacity of the Port Mann Bridge and widening the highway from Vancouver to Langley – a distance of 37 kilometres. The Port Mann Bridge opened with eight lanes in December 2012, at which time public transit became available over the crossing for the first time in 25 years. Additional Highway 1 lanes west of the bridge were opened in December 2013, cutting commute times for some drivers by more than half, saving up to an hour a day. As a provincial Crown corporation, the Transportation Investment Corporation is responsible for delivering this project, and prepares its own service plan and annual service plan report, separate from the Ministry's, which can be found at: www.pmh1project.com/.

Transportation Investments

	2013/14 Expenditures ($ millions)
Provincial Investments:	
Transportation Investment Plan	
Rehabilitation	192
Interior and Rural Side Roads	51
Oil and Gas Rural Road Improvement Program	24
Mountain Pine Beetle Strategy	31
Highway 1 – Kicking Horse Canyon, Kamloops to Golden	18
Gateway Program	53
Okanagan Valley Corridor	38
Cariboo Connector Program	30
Other Highway Corridors and Programs	172
Cycling Infrastructure	5
Total Transportation Investment Plan	**614**
Provincial Transit Plan	
Canada Line Rapid Transit Project	19
Evergreen Line Rapid Transit Project	151
Rapid Transit, Buses and Other Transit Priorities	69
Total Provincial Transit Plan	**239**
Total Provincial Investment[1]	**853**
Investments funded through contributions from federal government and other partners:	
Evergreen Line Rapid Transit Project	145
Contributions to the Transportation Investment Plan	79
Contributions to the Provincial Transit Plan	0
Total investments funded through contributions	**224**
Total Investments in Transportation Infrastructure	**1,077**

[1] Total provincial investment includes operating and capital spending

Transportation Investment Corporation ($millions)	
Port Mann Highway 1 Project	202
Total Investments in Transportation Infrastructure including the Port Mann Highway 1 Project	**1,279**

Major Programs

Highway Rehabilitation – The Ministry invested $192 million in 2013/14 in road and bridge surfacing, bridge rehabilitation, seismic retrofits and highway safety improvements.

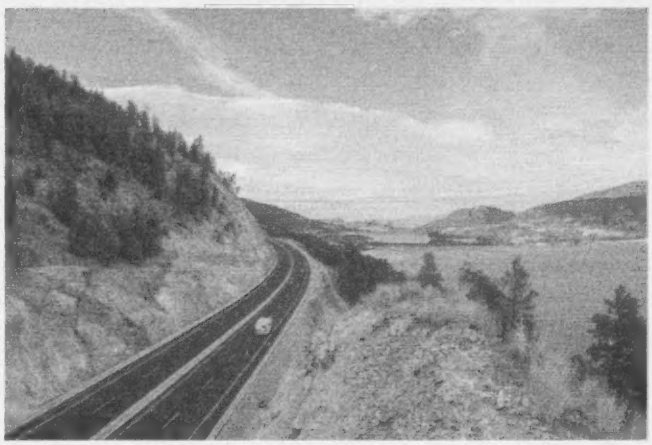
Interior and Rural Side Roads – To make these roads safer and more reliable, and improve connections between communities, the Ministry invested $51 million in 2013/14 to renew the interior and rural road networks.

Oil and Gas Rural Road Improvement Program – The Ministry invested $24 million in 2013/14 for rehabilitating the existing public road infrastructure in the Northeast region of the province to help eliminate seasonal road restrictions and extend the winter drilling season for oil and gas exploration, thereby attracting new investment, creating jobs and improving safety for both industry and residents.

Mountain Pine Beetle Strategy – In 2013/14, the Ministry Invested $31 million to facilitate the safe and efficient transportation of harvested mountain pine beetle killed timber; to repair damage done to the highway system by the extraordinary increase in heavy truck traffic, and to help ensure that the goals and objectives of B.C.'s *Mountain Pine Beetle Action Plan* are met.

Okanagan Corridor Improvements – The Ministry continues to support trade and tourism, enhance safety, reduce congestion and support the use of transit along the Okanagan Corridor. Last fiscal $38 million was allocated to improve the highway system. This funding was augmented through partnerships with federal and municipal governments. Approved projects in 2013/14 included: construction of McIntyre Passing Lanes; Grey Road to Ricardo Road realignment; and Eagle Rock Road intersection.

The new 9 kilometre long, four-lane construction of Highway 97 from Winfield to Oyama has been completed. The highway network now provides a continuous four-lane highway link from Vancouver through to the City of Armstrong.



Photograph showing the new Winfield to Oyama section of Highway 97.

Projects underway in 2014/15 include: construction of a southbound Big White Passing Lane on Highway 33; construction of intersection improvements to Big White Road along Highway 33, providing access to the Big White Ski Resort; six-laning Highway 97 in Kelowna between Highway 33 intersection and Edwards Road (design phase); construction of the Sneena Road Overpass on Highway 97 in partnership with the Westbank First Nation, west of Kelowna; and minor improvements to Westside Road between Spallumcheen and West Kelowna.

Using stakeholder input from the Okanagan Valley Transportation Symposium, specific future projects will be developed in the south, central and northern Okanagan Valley, within the context of overall provincial funding and priorities. Planning for the second crossing of Okanagan Lake has also been initiated.

Cariboo Connector Program – The Cariboo Connector Program continues to expand the 440 kilometre portion of Highway 97 from Cache Creek to Prince George, and in 2013/14 $30 million was invested towards this project. This major route expansion is designed to increase safety and decrease travel times, while providing northern communities with a first-class trade corridor that meets the needs of a rapidly expanding economy. This will be provided through four-lane construction, intersection development, frontage road and access management, twinning of structures and other key safety and capacity improvements.

Phase One began in 2005/06 with an initial commitment of $200 million by the Province. The addition of federal infrastructure funds in 2009/2010 allowed for projects to be delivered over and above the original scope. Phase One construction was completed in 2012 with a total value of approximately $240 million, and included a number of key strategic projects including twinning the Simon Fraser Bridge and the installation of the state-of-the-art Red Rock Commercial Vehicle Inspection Station, equipped with Weigh2Go and transponder technologies.

Phase Two of the Program began in April 2012 with a commitment of $200 million by the Province. The Phase Two program is currently underway with the completion of the Bonaparte Intersection Improvements near Cache Creek; 70 Mile four-Laning near 70 Mile House; Stormy four-laning near 100 Mile House; and the Old Cariboo Highway to Sintich Road four-laning in Prince George. Construction is also expected to begin on76 Mile South near 70 Mile House in the summer of 2014. Design work continues on the remaining Phase Two four-lane projects including: Stone Creek to Williams Road in Prince George; Quartz Road to Dragon Lake in Quesnel; Carson to Fox Mountain Road in Williams Lake; and Williams Lake Indian Reserve to Lexington in Williams Lake. These projects are anticipated to start construction between 2014 and 2017.

Other Highway Corridors and Programs – The Ministry continues to work with local governments and stakeholders to identify priority areas for improving the performance of highway corridors through projects such as passing lanes, four-laning, left-turn slots, realignments, intersection improvements and safety upgrades. In 2013/14, $172 million was invested towards these types of upgrades. Specifically, the Ministry widened sections of Highway 2 and Highway 97 north near Dawson Creek and Fort St. John and Highway 3 between Hope and the Alberta border to support these important trade corridors. In addition, improvements were completed on Highway 16, a major east-west trade corridor, to increase the opportunity for suppliers to move equipment, facility components and construction materials from the Port of Prince Rupert to the oil and gas industry in the Peace. Improvements in the Lower Mainland included an interchange at Highway 99 and 16th Avenue, road improvements on Highway 11 at Vye Road and a truck climbing lane on Highway 1 in Langley to improve mobility in these areas. To ensure the ability for our Commercial Vehicle Safety and

Enforcement (CVSE) staff to conduct roadside inspections safely, numerous mobile weigh scale pullouts were created at strategic locations around the province.

BikeBC – Identify and build cycling facilities of regional and provincial significance while continuing to assist local governments to develop their local networks. BikeBC is a comprehensive provincial cycling investment program, which will complement the *Provincial Transit Plan* in reducing traffic congestion and greenhouse gas emissions by providing convenient and attractive alternatives to car travel. Through the creation of cycling infrastructure, BikeBC supports *Canada Starts Here: The BC Jobs Plan* by providing safe and attractive facilities for commuters and tourists. BikeBC will also improve public health and fitness by promoting physical activity.

The Province invested $5 million last fiscal in order to make cycling a safe and attractive alternative transportation option for commuters. BikeBC's investment is further leveraged through cost-sharing agreements with local governments. Additionally, the Gateway Program includes a $50 million investment to construct cycling facilities on the Gateway corridors, and the Provincial Transit Plan will establish up to 1,000 new bike lockers at key locations by 2020.

Provincial Transit Plan – Reducing greenhouse gases, increasing transit ridership, market share and accessibility are key goals in the *2008-2020 Provincial Transit Plan*. These goals are being accomplished by providing a foundation of investments in transit to help support the development of healthier and more efficient communities. The Plan calls for a joint government investments of $14 billion in transit infrastructure. In 2013/14, implementation of the Plan continued with $239 million invested by the Province towards priority projects. Future investments include: ongoing construction of the Evergreen Line; expanding rapid bus services in Kelowna and Metro Vancouver; continuing upgrades to Expo Line infrastructure; acquiring additional buses; completing the installation of faregate and related smartcard technology on TransLink's SeaBus and SkyTrain networks; constructing new park and ride facilities and transit exchanges; upgrading transit service centres, and the U-Pass BC program.

In addition to these investments, the Province continues to partner on transit planning initiatives with BC Transit and TransLink that will identify future infrastructure requirements. The Province will remain engaged with the Mayors' Council on Regional Transportation on the development of a regional transportation vision for Metro Vancouver, and on discussions of potential revenue sources. The Province will continue to work with local government representatives outside of Metro Vancouver to implement the recommendations of the independent review of BC Transit.

Appendices

Appendix A: Ministry Contact Information

Website

www.gov.bc.ca/tran/

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Southern Interior Regional Office
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Kamloops BC V2C 2T3
250 828-4220

Northern Regional Office
1011 4th Avenue, Suite 213
Prince George BC V2L 3H9
250 565-6185

Appendix B: Hyperlinks to Additional Information

Additional information can be found online at the following:

Ministry of Transportation and Infrastructure

www.gov.bc.ca/tran

http://twitter.com/tranbc

www.drivebc.ca/

Legislation governing the Ministry's activities
www.th.gov.bc.ca/key_initiatives/legislation/statutes.htm

Evergreen Line Rapid Transit Project
www.evergreenline.gov.bc.ca/

George Massey Tunnel Replacement Project
http://engage.gov.bc.ca/masseytunnel/

Provincial Transit Plan
www.th.gov.bc.ca/transit_plan

BC Railway Company
www.bcrco.com/

Transportation Investment Corporation and the Port Mann/Highway 1 Improvement Project
www.pmh1project.com/

BC Transit
www.bctransit.com/

The Insurance Corporation of British Columbia
www.icbc.com/

The B.C. Pavilion Corporation
www.bcpavco.com/